

Where's the Mud?

by Steve Pruett

"Are you sure we're going the right way!?" I asked for the 100th time as we zig-zagged through Battle Creek searching for Mud Scramble '88 (followed closely by someone else with a mountain bike who thought we knew where we were going). We were running late that Saturday morning... I hadn't pre-entered, and panic was climbing higher on my list of options.

I finally saw



(Michael Seaman hits "The Wall" at MudFest '88. Photo by Thomas Lawrence.)

the bike race signs and pulled into the parking lot in a cloud of dust. Out of the car before it stopped, I sprinted for registration. Upon registering I found I had about a half an hour to spare and all my haste had been for naught. (Just don't tell my stressed out wife/navigator OK?) Anyway, I did a couple of laps and was utterly pumped.

The course was short, vertical and varied (in terms of surface consistencies). The start/finish was at the beginning of a sand pit, after which came a sharp righthand switchback. It was going to be very tough starting this race in the saddle. You were probably

(continued on page 3)

Michigan Trail Access Report

by Craig Stutzky

Until recently, trail access problems have been primarily the concern of California and Colorado mountain bikers. Not anymore. Trail access is quickly becoming an issue all around the country, and Michigan is no exception.

Earlier this year the Michigan DNR Parks Division asked it's parks managers to observe, monitor and document mountain bike activities in it's 94 state parks and recreation areas. According to Glen Krail, Field Operations Mgr. for the DNR Parks Division, "The response we got (so far) was there didn't appear to be a real serious problem anywhere. Pickney was one area that was receiving heavy use of the mountain bikes. In the other parks it was somewhat negligible. We're just in the infancy as far as evaluating what's going on in the mountain bike area. We did not get many comments from our managers as far as erosion or environmental damage...But generally speaking there was not an awful lot of concern on our foot trails."

Krail is planning a meeting with several representatives of mountain biking and other concerned trail users for later in June. (There may be a couple of regional meetings as well). He stated that the purpose of the meeting was to "sit down with a few of the people who are serious mountain bike people...get a feel from them as to what their needs are, how they function, how they see the activity going. And even talk about the possibility of, if they become a conflict on our pedestrian trails, developing their own trails." If anyone would like to attend these meetings, please contact the BRB staff and we'll pass your name on to the DNR.

To date, only a few areas have reported some problems with mountain bikes. Pinckney Recreation Area, located 15 miles northwest of Ann Arbor, is one of these areas. Pickney is a mountain biker's paradise,

(continued on page 6)

BRB Editorial

Responsible Riding

Shape up, or ship out! Basically that's what it boils down to. Mountain biking in Michigan is catching on, and people are beginning to notice us. People like the state DNR office. And they're gathering information about mountain bike use on state recreation areas and parks.

Mostly there haven't been any problems. But there are a few people out there who are not riding responsibly and who could ruin things for the rest of us. So shape up! All we need to do to insure continued access to state parks is follow two simple rules: One, always be courteous and considerate to other trail users. Two, stay on the trails and do not cause unnecessary erosion. Pretty easy, eh?

Unfortunately there are some bikers who don't understand what it means to be courteous. They also don't seem to understand that their rudeness may well lead to massive closings of state parks and lands to mountain bikes. It's happened elsewhere...don't think it can't happen here!

For people who are new to mountain biking, or those who need a gentle reminder, here are a few guidelines, which if followed, will help ensure goodwill toward mountain bikers for a long time to come:

1. I will yield the right of way to other non-motorized recreationists. I realize that people judge all cyclists by my actions.
2. I will slow down and use caution when approaching or overtaking another and will make my presence known well in advance.
3. I will maintain control of my speed at all times and will approach turns in anticipation of someone around the bend.
4. I will stay on designated trails to avoid trampling native vegetation and minimize potential erosion to trails by not using muddy trails or short-cutting switchbacks.
5. I will not disturb wildlife or livestock.
6. I will not litter. I will pack out what I pack in, and pack out more than my share whenever possible.
7. I will respect public and private property, including trail use signs, no trespassing signs, and I will leave gates as I have found them.
8. I will always be self-sufficient and my destination and travel speed will be determined by my ability, my equipment, the terrain, the present and potential weather conditions.
9. I will not travel solo when bikepacking in remote areas. I will leave word of my destination and when I plan to return.
10. I will observe the practice of minimum impact bicycling by "taking only pictures and memories and leaving only waffle prints."
11. I will always wear a helmet whenever I ride.

I know there are mountain bikers who think all-out riding is what it's all about...and there is a time and a place for all-out riding. Public lands shared with other people is **just not one of them**. Imagine, for a moment, how you would feel if a group of serious, off-road motorcyclists came flying around the corner of a single track at you...training for a race. Think about it.

And for those of you who have been riding responsibly for years, please keep up the good work! We know that you are the silent majority. Don't let others rob you of the right to ride on the trails you love. If you know someone who is not riding responsibly, try talking with them and help them realize that their actions may lead to dire consequences for all mountain bikers in Michigan.

In some areas they've had to resort to mountain bikers patrolling trails in cooperation with park officials. Let's hope the day will never come when Michigan mountain bikers are forced to consider such measures in order to preserve trail access. With a little bit of foresight and consideration, we will never need to.

(The guidelines listed above are The NORBA Code from the Public Service Dept. of NORBA.)

Friends of BRB

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Thanks To: Bill Dyhouse for screening photos.

(MUDFEST Cont. from pg. 1)

either gonna push or carry your trusty steed until you hit solid ground, then it was a game of hide and seek with the toe clips. Next came a sand/gravel uphill just steep enough to make weight distribution critical. At the top you hit a short grassy flat, then fly down one side of a valley and grunt up the other. Just before you pass out relief comes at the top with a tight, scenic, flat single track through the woods.

Then suddenly you're blazing through a downhill sweeper and ZAPPO! There it is, the other sand pit. Somehow you blast through, execute a fast left and plunge to the bottom of another valley. At the bottom grab a handful of brake and gracefully dismount. Then



(The "Pit" at the start of MudFest insured that many riders would begin the race ankle-deep in sand)

carry, push, drag, or throw your mount to the top of...The Wall...one of those nearly vertical hills that race organizers love and mountain biker racers cuss.

At the top, you once again hunt for your toe-clips. Finally getting your feet back where they belong, you breeze along a flat grassy curve, down the last hill, catching a little air on the moguls, and on to a gravel two-track. Eureka! You're back at the start/finish. Now repeat five times, at top speed, then collapse.

MUD SCRAMBLE '88

Date.....Saturday, May 7, 1988

Place.....Blinder Winter Park
Battle Creek, Mich.

Organizer....Gary Goscenski
Bicycle Race Promotions

Sponsors....Lakeview Schwinn Cyclery
Getaway Sports

Mud Scramble '88 was a U.S.C.F.
sponsored event which offered both
U.S.C.F. and Citizens classes.



(Top: Booking down the final hill towards the finish line. Above: There's more than one way to get your bike up over The Wall. Below: Team Hammerhead doing what comes natural after a hard race...cooling down with a "tailgate" party.)



MudFest '88 Race Results

BEGINNERS

4 laps/3 miles

1.	Mike Teel	23:05
2.	Brad Malott	23:19
3.	Matt Jennings	23:19
4.	Greg Fowks	24:16
5.	Chris Miller	24:35
6.	Ted Ruys	24:44
7.	Jeff Smith	25:00
8.	Doug Nelson	25:36
9.	Fred Fischmeister	26:02
10.	Mike Robinson	26:17
11.	Mike Mazzuca	27:08
12.	Paul Piersma	27:57
13.	Craig Oman	28:59
14.	Susan Miller	30:19
15.	Kelly Coughlin	31:48
16.	Janet Klepetka	32:06
17.	Chris Alling	33:30
18.	Mark Benick	35:26
19.	Sue Walk	DNF
20.	Roy Hutchinson	DNF
21.	Dan Gillespie	DNF
22.	Kevin Allen	DNF

INTERMEDIATE

6 laps/4.5 miles

1.	Stein Slette	30:37
2.	Steve Pruett	32:38
3.	Mark Zeitz	32:57
4.	Jeff Fabor	33:06
5.	Michael Seaman	33:51
6.	Bob Lawson	33:59
7.	John Howe	34:23
8.	David Zacker	35:10
9.	Ted Everly	35:22
10.	Craig Stutzky	37:22
11.	Dave Austin	40:07
12.	Rodd Lowell	40:50
13.	Kevin Aldridge	41:28
14.	Sue Piersma	41:39
15.	Wendy German	42:26
16.	Steve Lowell	DNF
17.	Andy Montgomery	DNF
18.	Kevin Coughlin	DNF
19.	David Momenee	DNF

ADVANCED

8 laps/6 miles

1.	Brent Walk	40:48
2.	Joel Groendal	40:57
3.	Steve Smigiel	41:04
4.	Joel Bunting	41:25
5.	Don Camp	42:59
6.	Mark Perlic	43:28
7.	Pete LaRouech	44:30
8.	L.J. Kanaby	47:50
9.	Mark Miller	50:26
10.	Bruce McKenzie	54:59
11.	Tom Morneau	56:17
12.	Dale German	DNF
13.	Tom Lawrence	DNF
14.	Will Lashmit	DNF
15.	Kevin Nowak	DNF

USCF SENIOR MEN

12 laps/9 miles

1.	Chester Morris	59:09
2.	Larry Kaiser	1:00:23
3.	Dan Dubes	1:01:00
4.	Martin Minka	1:05:08
5.	Jeff Dayss	1:05:33
6.	Joe Barrels	1:07:36
7.	Jim Henderson	1:09:18
8.	Jim Walters	1:11:51
9.	James Potter	DNF

USCF VETERAN MEN

12 laps/9 miles

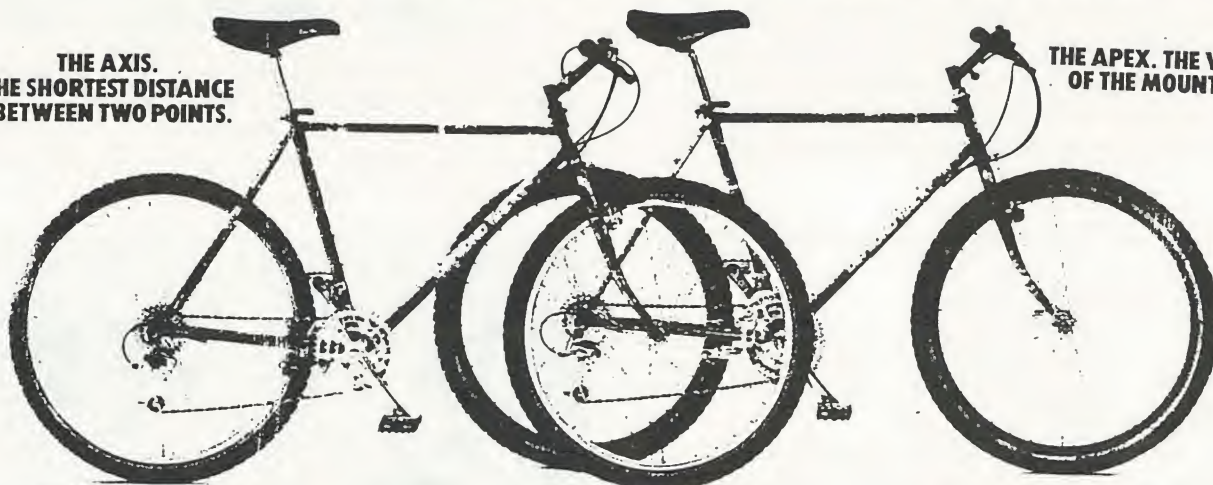
1.	Mike Chard	44:28
2.	Tim Greening	46:05



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So...We Went to Slickrock ...and You Didn't!



(You know how when you're shooting pictures and you're saying, "This won't look so steep in the photo?" This one's close. John Gallagher cleaning "Testosterone Poisoning"...M.C.)

Text by: Mike Clark

Photos by: M.C. or his tripod

2:30 AM Thursday. Somewhere on the road in Colorado. Rick and John are asleep, it's just me and the Weiler van at 80 mph. Even with Neil Young on the tape deck, I'm coming close to violating the Ragged Edge Off-Road Team's only rule: Any time the van is moving, someone should be awake, preferably the driver. For the 100th or so time since leaving Holland Tuesday evening I say to myself, "This ride damn well better be worth it."

Well...if there is any single ride worth 3500 miles in Rick's pile of a van, 3 days of Quik-Stops and gas station munchies, and 3 days of watching the highway rush by through the vans floor, (and we know there is) Slickrock is it! No matter how cool you think the trail is from the countless articles in the "hip" magazines, it's 10 times that cool! It's WAY COOL! (Way Cool, by the way, is the ultimate expression of approval in the latest Highwheeler, R.E.O.R.T. vernacular. This week anyway.)

This place is ATB heaven and sensory overload at the same time. The trail itself is basically a 5 - 6 hour trials ride. You're in granny gear the whole time; either out of the saddle gruntin' up a climb, or back over the rear tire, both levers bottomed out, goin' down the other side. Occasionally there's a brief flat spot where you have a chance to check out the sights--no big deal--surrealistic, almost Martian landscape, deep "cowboy-blue" sky, boring old snowcapped mountains in the background, it's casual. We rode it twice, with a trip up and down Poison Spider Mesa overlooking Moab, in between. Two full days of the best riding the three of us have ever done. Be sure to stop in and say Hi to the folks at Rim Cyclery in Moab if you get out that way, they're real helpful with trail directions etc...

What else can I tell ya? It was cool. It was WAY COOL! Man - We're goin' back every year!

PS- Rim Cyclery operates tours of the area. We here at the Highwheeler (616) 396-6084 may be functioning as their West Michigan agents in organizing trips. Ask for Mike or John.

(Note: The November, 1987 issue of BICYCLING published an article on the Slickrock Trail that might be of interest...ed.)



(There's a perfectly good explanation for this picture, - but I'm not telling anyone what it is...M.C.)

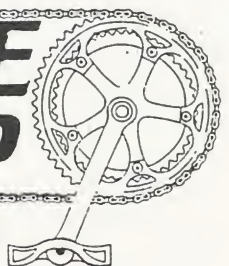
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with hard-packed roller-coaster single tracks through woods and open fields; and the Potowatomi Trail runs 17.3 miles in a big loop around the park. With bisecting trails and dirt roads it provides a wonderful haven for mountain bikers, hikers and equestrians alike.

According to Jon LaBossier, Pickney Rec. Area Manager, "Most of the hikers and bikers are managing to get along. But as the biking continues to grow, you're going to have more and more upset hikers. The mountain bikers continually overtake the hikers, who feel like they're constantly being interrupted. I think that's the biggest complaint."

An additional problem comes from the fact that the 35 mile long trail connecting Silver Lake (in the Pickney Area) to Portage (in the Waterloo Area) runs through Washtenaw county's Park Lyndon. Mountain bikes have been banned from this park, which is primarily an interpretive park. Although it is only a short section of the trail, and easily detoured, there is a problem. According to LaBossier, putting up signs telling the bikers about the ban and giving them detour information won't do much good because most of the signs in the area are quickly vandalized. Mountain bikers are advised to be aware of the situation and refrain from riding in Park Lyndon.

LaBossier has received many letters on the issue of bike access in Pickney, and passed them on to the state DNR office. According to LaBossier, several local bike shops and clubs from the Ann Arbor area have been working with him to try and resolve some of the park's problems.

With mountain bikers outnumbering the hikers at Pickney, there are going to be some problems, says LaBossier. What is most important is if the mountain bikers ride responsibly. "Right now we are taking a wait and see attitude to the situation."

Several other areas that have had some reported problems with mountain bikes include the Pontiac Recreation Area, the Rochester/Utica Recreation Area, and Saugatuck State Park.

In California, the time for "wait and see" has come and gone. It's now "get involved or don't ride" in many areas. CORBA, ROMP, the Bicycle Trails Councils of Marin and of East Bay, IMBA and NORBA are just a few of the organizations who are dealing with trail access problems.

The International Mountain Bike Association (IMBA) has been formed recently by mountain bike activists to represent mountain bikers' trail access interests on a national level. Gibson Anderson, Executive Director of IMBA, and former ROMP member, says that in some areas of California mountain bikes have been completely banned. During the time he was active with ROMP they spent the last 3 years regaining access to closed trails. In his words, "It's coming your way. Don't be fooled into thinking it couldn't happen to you. If you don't start organizing now, it will."

Michigan Mountain Bike Association

It looks like the time is ripe for Michigan mountain bikers to start organizing as a way to effectively represent their interests at a state level. The goals of such a group would be to deal with trail access issues, coordinate local group activities, promote rider education and awareness, and even sponsor events. If you're interested, the first meeting will be at the July 10th Feeding Frenzy, Yankee Springs Rec. Area. For more info contact Craig at (616) 794-1363.

Trail Access Organizations

Here's a list of organizations that are working on trail access issues for mountain bikers.

INTERNATIONAL MOUNTAIN BIKE ASSOCIATION

IMBA has been recently formed and it's goals include educating riders in safe, responsible and courteous cycling, helping form local clubs, and advocating access to public lands for mountain bike riders. IMBA is a non-profit organization with a board of directors elected by the membership. They publish a newsletter and welcome new or existing local groups to affiliate with them. IMBA's President, Don Douglass, was formerly Land Access Director for NORBA; and Gibson Anderson, Executive Director was active with the Responsible Mountain Pedlars (ROMP) of the San Francisco area.

For more info contact IMBA headquarters at P.O. Box 2007, Saratoga, CA 95070 (408) 741-5254.

NATIONAL OFF ROAD BICYCLE ASSOCIATION (NORBA)

NORBA has a Land Access Program which emphasizes education as it's basic foundation. They are also encouraging people to become active in working for trail access, and are interested in local groups who wish to become NORBA Land Access Affiliates. Through the NORBA News, members will get exposure for their causes when they need help as well as coverage of their victories. Chris Ross, director of operations, is heading up the program.

For more info contact: NORBA, P.O. Box 1901, Chandler, AZ 85244 (602) 961-0635.

MIDWEST MOUNTAIN BIKE ASSOCIATION

This one hasn't been formed yet, but Nels Johnson of the Coulee Climbers and editor of The Rough Rider Report, has called for feedback from Midwest mountain bikers on the idea of our own regional association. It's goals would be "to get information out to existing and potential mountain bikers about organized events, recreation areas to ride, land access issues and to also help facilitate the sharing of ideas. In other words, to promote mountain biking here in the midwest."

Contact: The Rough Rider Report, 1501 Rose St. #32, La Crosse, WI 54603 (608) 782-3480.



WOMAN

IN THE SADDLE!

BY: SUE WALK

Okay mountain bike women - other mountain bike women need you!!

Recent statistics show that over half of all adult cyclists in the United States are women. This means that cycling is the only outdoor sport in which women are a majority. **THAT'S GREAT!**

Then why is it so rare to find a class offered specifically for the woman rider come race day? One of the reasons is that few promoters offer more than three(3) classes usually consisting of: beginner, novice, and expert. This set up invites intimidation and alienation and usually results in fewer women participants.

This is not to say that women cannot compete with men in cycling. In fact scientific studies show that women have certain advantages over men cyclists: greater fat to muscle ratio giving us more endurance, better adaption to temperature variances, longer legs (on an average), and stronger lower body development. Scientists also believe that women should do well in sports which demand endurance; mountain biking certainly demands endurance! However, in light of these facts women's classes in mountain biking are favored and need to be defined.

Promoters require a (minimum) set number of participants in order to make a class and this is usually five to ten people. However, the majority of promoters tend to lean toward the higher number based on their past experiences in which women were not big competitors in mountain biking. Unfortunately, the number of women competitors still have not been overwhelming; about five to eight women can be expected at an average size event. But as these few women are beginning to show up to partake in events, promoters are generally unprepared to make

adjustments or accommodate them and usually advise them to compete with the beginners. All-too-often I have experienced the disappointment of grouping with a class of individuals with varied abilities; the "overcrowded, miscellaneous, leftover riders, beginner class".

We all strive to compete against those with the same level of ability as ourselves and it is only fair that sufficient classes be offered when there is a demand. My advice to you, ladies, is to speak up and try to form a class for women if there is not one offered at events you wish to participate in. These are changing times in the sport of mountain biking but they are also accommodating ones. This sport, unlike others, very willingly accepts both sexes; it is just a matter of establishing ourselves and getting recognition.

Most importantly, don't be intimidated. Let's get together and build a foundation for ourselves. I encourage you to train with other mountain biking women, group with other mountain biking women. We can learn from each other what our needs are and we can better meet those needs through setting goals as a group.

I hope this has encouraged you and pumped you up for the next scheduled event. If you have comments, suggestions, or interesting articles related to women in mountain biking, please pass them on to the Bent Rim Bulge, c/o Woman In The Saddle.

Resources:

Mountain Bike Action/March, 1988, pgs. 74-76
Ms. Magazine/April, 1988, pg. 86



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Mountain Bike Mamas

by Cheryl Saam

Entering in the Sleeping Bear Classic Race was a last minute, "why am I doing this?" decision. I had never been to a mountain bike race nor knew anyone who had ever raced...no expectations here. Standing in the pack waiting to start I saw a few other women, all looking like expert mountain bikers. I was hoping not to come in last place. The race was tiring but fun and I sweated out a third place. I was back again next year, there were at least twice as many women entered and once again I won third place in the women's division. For prizes I received a nice bicycle pack and a slick pair of bike shorts.

Mountain bike racing is great fun and rewarding. My husband, who also races, was proud and it was a chance for him to actually see the benefits of all those hours of watching the children while the spouse was riding the trails.

I had the advantages of living next to the Brighton State Recreation Area, which has a five mile and a two mile trail. Also my parents own the Sport Shop of Beulah (cheap bikes and great babysitting). I also had the disadvantage of trying to do anything athletic during the childbearing years.

So women get on your mountain bikes and enter in some races! You might even beat one hundred men to the finish line. More women entering the races's will make it more competitive and earn us our respect as mountain bikers.

Don't Call Us...

We'll Call You!

by Craig Stutzky

As much as I love to hear from mountain bikers, it has come to my attention that my employer is not as enthusiastic about mountain biking (how'd he put it? "Any more BRB calls and you're fired!" Something like that...only less subtle). So, please **DO NOT CALL ME AT WORK!** If you need to reach me please call me at home evenings and weekends (616) 794-1363 before 9 pm.

Your cooperation in this matter is of vital importance to my continued employment (and coincidentally, continued publication of the BRB). I may be getting a phone machine (ugh!) to help catch calls. In the meantime, don't forget you can also call Bonnie Alsum, co-editor of the BRB, at (616) 361-7702. Thanks!

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THE HOT SET-UP



by Steve Pruett

Remember when I told everyone who asked, that I wouldn't write about a Weiler Two Tracker because I own one? Well, I lied. Rick Weiler owns and operates his own custom bicycle crafting, repairing and refinishing shop in Honor, Michigan.

Rick's ride is one of the best blends of old-world craftsmanship with new wave geometry to come down the trail in many moons. It has it all...a heart-stopping paint job, a smooth ride, quick handling, and functional yet unique hardware. But that's to be expected when a master frame builder builds a bike for himself.

The first thing to catch your eye (after the paint job) on this beauty are the controls. Wilderness Trail Bikes off-road drop bars are mounted on a Weiler stem along with customized Suntour 7000 shifters and Shimano S.L.R. brake levers.

Those levers connect with Deore XT Cantilevers front and rear which in turn put the grab on 32-spoke GX26 rims, surrounded by Ground Control tires and hung from Specialized sealed QR hubs. The drive train makes a departure from the Deore XT norm by using Specialized cranks, Suntour XC Comp pedals and Specialized mountain clips. Non Bio-Pace 26-36-46 tooth chainrings round things off.

An H.K.K. chain wraps around a 13 to 28 tooth Suntour freewheel out in back, and a set of Suntour XC9000 deraileurs shift slicker than the ice racing course at winter fest. A Tange roller bearing headset keeps things turning in the right direction.

Up in the comfort zone, Rick has a Pearl Flo lite bum rest bolted to an American Classic seat post sans quick release ("If you're going slow enough to use a quick release, you don't need this bike.").

I've saved the best for last. The frame is a mixture of Columbus S.P. (Main Triangle) and Off Road Tubing connected by beautiful hand cut and sculpted Henry James Lugs. The paint is a frog lime green juncture fade over a white base with the lugs picked out in black for contrast. The geometry and dimensions of the 20-inch frame are a quick 71 degree head and efficient 73 degree seat angle. The 17 1/8-inch chain stays might seem a little long by contemporary standards until you actually try a hill you couldn't make on other bikes (even those with sub 17-inch chainstays) and find yourself going over the top saying, "that wasn't so bad was it?" A 22 5/8-inch top tube keeps lower back pain away while a 2-inch fork rake and 42 1/4-inch wheelbase hold trail shock at bay. An 11 3/8-inch bottom bracket cancels out close encounters with rocks, logs, etc...

Overall Rick's ride comes through with trail wise handling and comfort that very few bikes deliver. Combine this with a high zoot paint job, the aforementioned old world craftsmanship, and you've got the kind of bike you would expect an artist like Rick Weiler to ride.



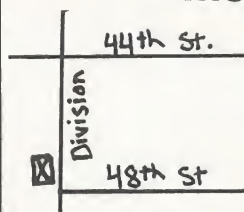
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Letters to the Editors

I think the Bugle is great and super informative! I really appreciate you sending it to me.

This will be the third year I've been mountain biking and I plan to do some racing this year. I do a lot of riding in the Yankee Springs Recreation Area near Gun Lake. There are a lot of foot trails, cross country ski trails, snowmobile trails and two tracks that work great for mountain biking. There's a good variety of terrains for any kind of riding.

Some information on nutrition in the Bugle would be helpful to me. What kind of a diet would be recommended for mountain biking? Also any information on other places to ride? Also information on any upcoming mountain bike races, rides, events, etc...

Thanks a lot for the Bent Rim Bugle! Hope to see you out on the trails.

Mark Cramer
Middleville, MI

(Ed. What kind of diet would we recommend for mountain biking? What else is there but all the pizza and ice cream you can eat! But seriously, there is a good article on nutrition in the June '88 issue of Mountain Bike Action. Check it out.)

Great paper - keep that race info coming.
Jeff Voorhis
Haslett, MI

I am just getting started in the sport of Mountain Bike Racing. I have recently been researching bikes and am disappointed that I cannot find a bike in the price range (\$800-900) and race quality that is the correct size. I have read in several mountain bike magazines that size is very important when considering which bike to purchase. The magazines stress that you should have a 2-3 inch clearance on the top bar when standing over the bike. I am 5'2" and need 28 inches from the floor to the top bar but I cannot seem to find a bike that fits this qualification.

From what I gather, I will have to spend at least \$1200 to have a bike "custom made" to find one that is the correct size and is competitive for racing. Is this true?

It seems that you can find bikes in the \$400-600 price range but the quality is not near what I would like. What do other short women do in this situation?

Please help if you can. I think your publication is wonderful! Do you know of any mountain bike racers in the Lansing area that I might ride with?

Janice Kessel
East Lansing, MI.

(Ed. Our resident expert suggests looking into a Klein or a Pinnacle Elite XCD. As for fellow racers, Denny's Schwinn has a team; and come to Pando III...you'll meet lots of racers there!)



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Getting Hooked on Mountain Bikes

by Dwain Abramowski

I knew it was for me the second I laid eyes on a mountain bike. There was something about the big "beefy" handle bars, the fat chunky tires and the intricate collection of sprockets and gears that said, "Please, let me take you - everywhere".

According to sales figures, mountain bikes hit a lot of other people the same way (sales for 1988-1989 should be around three million bikes). Although BMX and road racing style bikes will continue to have their followers, the sales of mountain or "all-terrain" bikes will be the hottest growing market.



(A couple of the Silk City boys--Ray and Doug--showing how it's done on Mama's Worry.)

On a recent sunny, but cool Sunday I had the opportunity to ride a mountain bike where they are designed to be ridden--"off road". Craig Stutzky introduced me to a group of rider's called the "Silk City Cyclists" (SCC). They are a group of about 20 riders from all around western Michigan who make their mountain biking hometown in Belding.

The day I joined then I felt like my mountain biking home was Belding also, thanks to the warm and friendly atmosphere the SCC extended to me. Doug German of Belding, one of the many dedicated German family members from the area who ride for the SCC team said, "We (SCC) competed in about eight races last year and are shooting for more this year. On our

team we have riders that range in ages from 12 to 35 and all of them are competitive and have placed well. But we don't just get together to ride in mountain bike races, we get together because we love to ride!"

And that's exactly what we did--all afternoon. Dale German, Doug's brother, often plays host to SCC, friends, and friends of friends who ride on his acreage in Belding. Being a first time rider, I was treated to all types of terrain. Paths and trails that offered quiet and scenic views, to challenging "mountain climbs" that earned names like "Bawanna" and "Mama's Worry".

One of the riders said, "It isn't always hammering that makes mountain biking a great sport for me. It seems to have a lot more depth to it." As the day progressed I had to agree with him. The way the bike felt took me back to a special time in my life when a bike adventure was all it took to make a sunny day special. Somehow, it seemed almost spiritual the way technology (the bike), human nature (me), and mother nature (the birds chirping for the silent still leafless trees) blended together to challenge and delight my soul.

The trails and back roads seemed to go on and on (over ten miles in all, as clocked by one rider's odometer - and my sore muscles the next day). And with each passing mile and each change of scenery I felt the sweet tug on my shirt sleeve of a luscious new addiction. I knew I was hooked.

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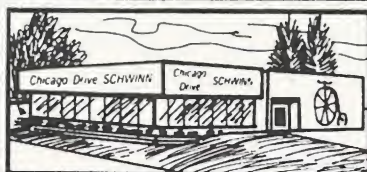
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Mountain Biking's Where It's At!

by Ross D. Huntington-Jones

In the history of bicycles, there has never been a rage over any bike quite like the rage going over the mountain bike.

Dave Vandecar, of Denny's Schwinn in East Lansing, says that, "In the Western United States, these bikes account for 70 percent of all bicycles sales, and in this area a lot of dealers are already finding 40 to 50 percent of their sales are a direct result of mountain bikes." Mark Sanderson, of Velocipede Peddler, notes that road bike sales in his store decreased at the same time.

Bicycling magazine made a prediction in their May, 1983 issue that the sales of these bikes would skyrocket, and it looks like this prediction has certainly come true.

Why do these bikes sell so well? Three East Lansing bike stores, and a little research helped to explain why the mountain bike sells like it sells.

According to Bicycling, the mountain bike was first invented in 1976, first marketed to the public in 1979 by a few custom frame builders and first sold in a notable quantity in 1982.

In my personal experience, everybody who has borrowed my bike returned it to me with a grin on their face from ear to ear. Everybody loved it, and they have vowed to own one some day.

"The bike is so versatile," says Vandecar. "Since the bikes are designed for the worst conditions, there is no problem with a variety of different uses. You wouldn't dare use a road bike for half of the things you can do with a mountain bike."

John Peterson, of The Bike Shop, says that the bolder graphics, radical paint jobs and the decals on bikes will boost sales this year, since the interest in the bikes is already high. Everyone I talked to agrees that the Synchronized Index shifting System (SIS) has been the biggest thing to come along in about ten years, and will really help sales - especially since the system is now common in the lower priced bikes.

Originally, said Vandecar, around 80 percent of the mountain bikes sold were never ridden off-road! But this figure is obviously changing rapidly.

People are also beginning to realize that the bikes are much more stable than the average road bike, said Bicycling. People have reported that arthritis pains in their wrists has been reduced. It's not as scary to go down steep hills either, because there's a feeling of complete control, the magazine added, "This is truly a bike that serves the novice and the expert alike..."

In spite of the sales and popularity of these bikes, most of the bike shop personnel spoken with said most

consumers still let the salesman do the talking, because they are really not sure what they are looking for.

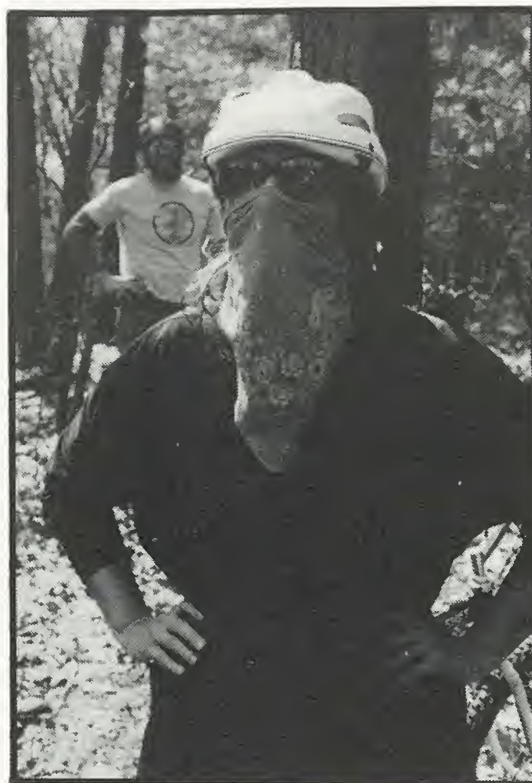
The main question that came up in all the interviews was: is mountain biking a fad, or is it here to stay? Feelings were strong on this question with most responses being that the sport was not a fad. Dave Vandecar went as far as to say that he "...can't believe that it took this long to get popular." The popular quote that seemed to be best suited to the situation was in Bicycling and it said: "Fat is where it's at."

Classified Ads

For Sale 1986 JAMIS DAKAR MT. Bike. 20" fire engine red frame, Deore XT components, sealed hubs, Araya RM-25 hard anodized rims, Zefal pump. Very little trail use looks like NEW! Lists for approximately \$900, will sell for \$600.

Call 459-3952 (GR) Days; ask for Scott.

Classified ads are open to any personally owned items related to Mountain Biking. Rates are \$1.00/issue for up to 25 words, \$2.00/issue for 25-50 words, and \$3.00/issue for 50-75 words. Make check or money order out to: BENT RIM BUGLE.



(The latest in fashion for Sierra Clubbers who ride mountain bikes. You can't fool us, Michele!)

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The Ride Connection

If you ride trails on a frequent basis with a friend or two, we have heard from fat-tire flyers who are interested in joining you. Send us a postcard with info on where, what time, a contact person and phone number.

If you're trying to find someone to ride with, first ask at your favorite bike shop and local bike clubs. If you still haven't turned up any leads, write to us!

Check out some of the following groups. We think you'll be glad you did! If your group isn't listed here, we'd like to hear from you.

West Michigan Spokes Folks Bike Club

Rides usually meet Saturday afternoons or Sunday mornings at the Twin Lake Diner in Twin Lake. This is about 30 minutes north of Muskegon at the intersection of Holton & Ryerson roads. After fueling up with great food, miles and miles of well marked motor cycle trails await. Contact Gary Nelson during the day or weekends at (517) 775-4512.

Silk City Cyclists

Remember WinterFest trails? They're even better without snow on them. Almost every Sunday around noon the Silk City Gang meets at Dale German's place by Belding. You can find them at 11898 Bricker Road west off M-91 between Genuville and Belding. These private property trails join up with the Flat River State Game Area through apple orchards. Always contact Dale or Wendy German at (616) 794-1594 before you come out.

Tom Nell Bicycles, Ltd.

Every Sunday afternoon, weather permitting, our shop features a mountain bike ride to the Pontiac Lake Recreation Area. We leave the shop located at 2528 Elizabeth Lake Rd. in Pontiac at 12 noon. For more information contact Marilyn Nell at (313) 682-5456.

Ragged Edge Off-Road Team

This group meets more regularly later on in the summer and fall. Usually the R.E.O.R.T. leaves at 8 AM on Sunday mornings from the Holland Highwheeler shop for Allegan Forest, P.J. Hoffmaster State Park, Saugatuck State Park or Seidman Park depending on how the spirit moves them. Contact Mike Clark at (616) 396-6084 late in the week to find out if there will be a ride and where.

Tour Information

By Bonita Alsum

It's vacation season again! Pack up the bikes, gear and head out to check out some new trails! I personally like to go exploring to the point of being totally lost. Any public lands in Michigan with rideable trails are fair game (except some national parks where a bicyclist can get fined for riding off-road). For easy self-guided day tours there are many paved off-the-road paths in Michigan that offer easy spinning without the worry and hassle of motorized traffic.

The Hart-Montague Bicycle Trail is located between Whitehall and Hart. Construction on this 21-mile trail/ Linear State Park started October, 1987. It is being built on an old railway bed and is open to all non-motorized uses as well as winter snowmobiling. For more information write to Oceana-Muskegon Trailways Commission, c/o Hart City Hall, Hart, Mi., 49420.

The Kal-Haven Trail is currently an unpaved abandon railway bed located between Kalamazoo and South Haven. Contact the Kalamazoo Bicycle Club, P.O. Box 527, Kalamazoo, Mi., 49005, for more information.

There are many Bicycle touring organizations, who will take over the details and planning of an off-road bicycle tour for a price. The following are a tour groups that offer nearby Off-road tours.

Michigan Bicycle Touring, 3512 Red School Road, Kingsley, Mi., 49649. Have a five-day or weekend wilderness trek in Canada just twenty miles north of the Michigan border.

Bike Wisconsin, P.O. Box 9309, Madison, Wi., 53715. Have a tour that uses the Glacial Drumlin off-road bicycle trail around Kettle Moraine State Forest in southern Wisconsin.

For a complete listing of bicycle tour companies featuring on & off road tours in the U.S. and worldwide, check out the July '88 issue of MOUNTAIN BIKING.

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Calendar of Events

ORGANIZED RIDES!

Woman's Ride At Aman Park, west out of Grand Rapids on Lake Michigan Dr. near Grand Valley State U. Contact Sue Walk at 453-1041 (evenings) if you are interested.

June 21 Tuesday 6PM Norway Ridge mountain bike ride, 6 or 12 mile loops. Sponsored by the Different Spookes Bicycle Club. Meet at the Norway Ridge Cross-country ski area is located near Alpena off US-23 on Werth Road about 2 miles. Call Heather Littler at (517) 356-4327 (evenings) for more information.

July 10 Sunday 10 AM Feeding Frenzy! Sponsored the Bent Rim Bugle. For more information see ad on the back page or call (616) 794-1363 or (616) 361-7702.

July 16 & 17 Campout on Bois Blanc Island. Sponsored by the Different Spookes Bicycle Club. Rustic camping on north beach. Touring on island roads and trails. Car ferries leave Cheboygan daily. Contact Heather Littler at (517) 356-4327 (evenings) for more information.

RACES!

PANDO MOUNTAIN BIKE CHALLENGE III

Sunday, June 26th. Pando Ski Resort, 8076 Belding Road, NE. Registration: 7:30am-9:30am for Observed Trials; 7:30am-11:30am for Races.

Contact: Walkway Promotions at (616) 453-1041 or Raleigh Bicycles at (616) 532-8888/940-9915

MOUNTAIN BIKE RACE

July 3. London, Ontario, Canada. Contact: Two Wheels bike shop at (519) 663-9447

PHILLIPS DOWNBURST RACES

July 2 & 3. Log Jam Trail, Phillips, Wi. Contact: Todd Zumac, Flambeau Nordic Ski Club, P.O. Box 232, Phillips, Wi., 54555, (715) 339-4486

SAPLING SNAPPER FAT TIRE FESTIVAL

July 9 & 10. Contact: Quadna Mountain Resort, 100 Quadna Rd., Hill City, MN., 55748. (800) 422-6649

MOUNTAIN BIKE RACE

July 17. Peterborough, Ontario, Canada. Contact: Banks Cycle shop at (705) 742-7281.

MOUNTAIN BIKE RACE

July 17. Grand Prix Raceway, Canal Fulton, Ohio, Contact: Steve Wagner, 4791 Deerfield Ave., North Lawrence, OH., 44666. (216) 682-9231

~~MOUNTAIN BIKE RACE~~

JULY 24. Milton, Ontario. Contact: Milton Bicycle at (416) 878-5040 ~~KEN BOOTH~~

TOMAHAWK FAT TIRE WEEKEND

August 6 & 7. Contact: John Kerley, J & J Sports, 24 W. Wisconsin Ave., Tomahawk, WI., 54487. (715) 453-3144

FIFTH ANNUAL CHESTER TESTER

August 21. Contact: Todd Grummels, Ski Hut, 1032 E. 4th St., 1032 E 4th St., Duluth, MN., 55805. (218) 724-8525

GOD'S COUNTRY FAT TIRE CHALLENGE / MIDWEST FAT TIRE CHAMPIONSHIPS

August 27 & 28. Bluebird Springs Recreation Area, La Crosse, WI. Contact: Coulee Climbers, 1501 Rose St. #32, La Crosse, Wi., 54603, (608) 785-2326 (Bikes Ltd.)

MOUNTAIN BIKE RACE

August 28. Grand Prix Raceway, Canal Fulton, Ohio. See information under July 17th listing.

MOUNTAIN BIKE FESTIVAL

August 27 & 28. Contact: John Filander, Gaints Ridge USA, P.O. Box 190, Biwabik, Mn., 55708. (218) 865-4143

ADDISON OAKS OFFROAD FALL CLASSIC

Sunday, September 11. Addison Oaks County Park, 1480 W. Romeo Rd., Oxford, Mi., 48051
Contact: The park office, (313) 693-2432

CHEQUAMEGON FAT TIRE FESTIVAL

September 17 & 18. Lakewoods Lodge, Cable, Wi. Contact: Chequamegon Fat Tire Festival, Inc., P.O. Box 267, Cable, Wi., 54821. (715) 739-6608/798-3332

OHIO STATE CHAMPIONSHIPS

September 18. Gran Prix Raceway, Canal Fulton, OH. See information listed under July 17 listing.

SLEEPING BEAR MOUNTAIN BIKE CLASSIC

September 24 & 25. Contact: Tim Brick, Brick Wheels, 430 W. 14th, Traverse City, Mi., 49684. (616) 947-4274

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Afterwards: Shark Tournament! MB Polo! Bike Limbo Contest! Slo Ride contest! More trail riding, swimming, sleeping, etc. **ALL ABSOLUTELY FREE!!** B.Y.O.K. (Bring Your Own Keg--only kegs allowed!)

After all the fun, those who are interested will hold the first Mich. Mountain Bike Assoc. meeting to discuss how to organize a group representing

mountain bikers in Michigan (primarily regarding trail access concerns, and to plan more fun events like the Feeding Frenzy!)

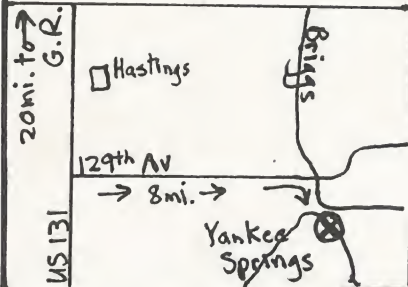
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